

CENTRAL INTELLIGENCE AGENCY  
**INFORMATION REPORT**

REPORT

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 Leipzig

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THIS IS UNEVALUATED INFORMATION

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1. On 1 June 1954, the Bezirksdirektion (Bezirk Headquarters) for Motor Traffic was organized in Leipzig. The headquarters included a special Materials Supply Department which distributed materials and replacement parts to the individual traffic enterprises in Bezirk Leipzig. The traffic enterprises in the Bezirk and the repair shops reported their annual requirements for replacement parts and materials to the Materials Supply Department of the Bezirk Headquarters for Motor Traffic and Roads. The Materials Supply Department then drew up a consolidated list of all requirements and submitted it to the Council of Bezirk Leipzig. After receiving their allocations cards, the traffic enterprises tried to obtain the materials allocated to them on the GDR market and usually concluded delivery contracts with the Deutsche Handelszentrale (German Trade Central) (DHZ). The traffic enterprises often had difficulties obtaining required materials. Ball bearings were in ~~short~~ short supply and raw brown coal was delivered instead of brown coal briquettes. There was also a shortage of hard wood and sheet metal required for automobile bodies. Radiators and cooling systems were almost unobtainable and about 20 percent of all vehicles were unserviceable because of various damages. Spring steel was also difficult to obtain.

2. Motor vehicle tires were derationed in July 1953 but since that time tires (have been) in short supply. In the fall of 1953, a critical situation arose ~~among~~ the tires which had been manufactured according to a new ~~process~~ the tire plant in Fuerstenwalde on the Spree River proved defective. Entire series of the sizes 5.00 - 16, 5.25 - 16, and 5.50 - 16 had to be replaced because the fabric of the tires had broken after they were in use only 1,000 to 2,000 km. The motor vehicle tires allocated in Bezirk Leipzig for 1954 represented about 15 percent of actual requirements.

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3. There were no difficulties in the field of motor vehicle batteries which were delivered by the nationalized storage battery plant in Oberschoeneweide. Truck batteries of model 12 V/94 A.p.h., 12 V/122 A.p.h., 12 V/135 A.p.h. and 12 V/162 A.p.h. were, however, in short supply. In the first quarter of 1954, the Oberschoeneweide plant delivered 6 V/135 A.p.h. batteries instead of the 12 V/122 A.p.h. batteries ordered. Generally, these batteries were only delivered to the USSR for installation in ZIS trucks. 1

4. Gasoline allocations were ~~shortage~~. All agencies requiring gasoline tried to get increased gasoline allocations because of the new production orders assigned to them by government agencies, or because of the requirements of the "New Course". Large nationalized enterprises such as the firms of ~~Stalwart, Bismarck, and ZIS-Metallurgie~~, were allocated ~~5,000 to 12,000 liters~~ of gasoline per month. The fuel situation in Bezirk Leipzig was as follows in the third quarter of 1954:

	Requirements	Allocations
gasoline for trucks	8,000,000 liters	5,333,330 liters
for passenger cars	5,000,000 "	1,953,330 "
Diesel oil	2,800,000 kg	3,280,000 kg
motor oil	600,000 liters	388,880 liters

There had been no shortage in the field of Diesel oil since early 1953.

Special fuel allocations:

Leipzig Fall Fair:	gasoline	866,450 liters
	Diesel oil	200,000 kg
	motor oil	37,220 liters
1954 Horticultural Exhibition in Leipzig:	gasoline	26,660 liters
	actual consumption about	70,000 liters
1954 Plebiscite)	gasoline	20,000 liters
	actual consumption about	35,000 liters

On the average, nationalized enterprises received about 60 liters of gasoline per month for one sedan, private enterprises only 15-20 liters. Owners of motorcycles received about 10 liters per month when their place of work was at least 5 km distant from their homes.

Doctors received the following quantities of gasoline per month:

doctors residing in municipal area:	60 liters
doctors residing in rural areas and veterinarians:	150 liters
district doctors and veterinarians:	250 liters

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Motorists from [ ] received gasoline allocations required to reach the zonal boundary. According to an order of the State Secretariat for Motor Traffic and Roads dated June 1954, [ ] motorists will henceforth have to apply to HO agencies if they want to buy gasoline. The HO price for 1 liter of gasoline was 1.80 eastmarks and sale of HO gasoline was not restricted. The price for rationed gasoline was 0.70 eastmarks per liter. Coupons for rationed gasoline were issued in booklets containing 20 coupons of 5 liters each, or 20 coupons for 20 liters each. The colors of these gasoline coupons were changed every month. Department of the Council of Bezirk Leipzig was [ ]

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5. The Bezirk Headquarters for Motor Traffic in Leipzig was subordinate to the Council of Bezirk Leipzig, Traffic Department. In technical matters, the Bezirk Headquarters of Motor Traffic received orders from the State Secretariat for Motor Traffic and Roads in Berlin. 4

6. In the field of motor traffic, materials including gasoline and Diesel oil were allocated by the following agencies:

- a. Ministry of the Interior - requirements of the KVP, VP, and the State Security Service
- b. Ministry of Agriculture and Forestry - for all motor vehicles operating in the field of agriculture, forestry and inland fisheries
- c. Ministry of Post and Signal Communications - for all vehicles operating for the GDR postal administration
- d. Ministry of Railroads - for all vehicles of the GDR railroads
- e. State Secretariat for Shipping - for all vehicles and vessels controlled by this agency
- f. State Secretariat for Motor Traffic and Roads - for all publicly owned and private vehicles which are not supplied by the above mentioned agencies
- g. Central Administrations and Organizations - for all vehicles of universities, central institutes and the Leipzig Fair office.

The State Secretariat for Motor Traffic and Roads works through Bezirk headquarters for motor traffic, which headquarters exist in each administrative Bezirk, and which are directly subordinate to the Traffic Department of the Bezirk Council.

The Traffic Department of each Bezirk Council includes a subdepartment for road traffic, in technical matters, is subordinate to the Main Administration of the State Secretariat for Motor Traffic and Roads. Another subdepartment of each Bezirk Council is charged with the planning of transportation operations. The latter subdepartment receives most of its orders from the Ministry of Railroads because it is mostly concerned with rail traffic and, to a lesser extent, with road hauling.

7. The Bezirk Headquarters for Motor Traffic in Leipzig was in charge of all motor vehicles and motor vehicles owners operating on behalf of the State Secretariat for Motor Traffic and Roads. The Bezirk Headquarters for Motor Traffic in Leipzig included the following departments:

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Cadre Department  
 Planning and Statistical Department  
 Labor Department  
 Finance Department  
 Traffic Department  
 Technical Department  
 Materials Supply Department.

The Bezirk Headquarters for Motor Traffic also controlled seven field agencies (formerly automobile transport agencies) (ATG), six traffic enterprises, and 10 motor vehicle repair shops. The field offices controlled private carriers, including carriers operating with horse-drawn vehicles and the motor vehicle traffic of private and nationalized factories.

In Bezirk Leipzig, the field agencies of the Bezirk Headquarters for Motor Traffic controlled about 12,000 trucks, 8,000 passenger cars and 5,000 motorcycles.

Field agencies of the Bezirk Headquarters for Motor Traffic were available in:

Leipzig, 8-10 Jakobstrasse	(for Leipzig)
Borna	(for Kreise Borna and Geithain)
Altenburg	(for Kreise Altenburg and Schmeiln)
Doebeln	(for Kreis Doebeln)
Oschatz	(for Kreis Oschatz)
Wurzen	(for Kreise Wurzen and Grimma)
Delitzsch	(for Kreise Delitzsch, Eilenburg and Torgau)

The six traffic enterprises assigned to the Bezirk Headquarters for Motor Traffic in Leipzig were:

VEB Kraftverkehr Leipzig,	equipped with about 30 buses and 40 trucks with trailers
VEB Kraftverkehr Zwenkau,	equipped with about 30 buses
VEB Kraftverkehr Altenburg,	equipped with about 20 buses and 4 trucks with trailers
VEB Kraftverkehr Walden,	equipped with about 20 buses
VEB Kraftverkehr Grimma,	equipped with about 40 trucks and trailers with tractors with pneumatic tires
VEB Taxi Leipzig,	equipped with about 45 sedans

The ten motor vehicle repair shops attached to the Bezirk Headquarters for Motor Traffic in Leipzig were:

VEB Kfz.-Reparaturwerk Leipzig, C 1  
 VEB Kfz.-Reparaturwerk Krupp, Leipzig, O 27  
 VEB Kfz.-Reparaturwerk Man, Leipzig, C 1  
 VEB Kfz.-Reparaturwerk Adler, Leipzig, N 21  
 VEB Kfz.-Reparaturwerk Bosch, Leipzig, O 5  
 VEB Kfz.-Reparaturwerk Deutz-Zentraldienst, Leipzig, C 1  
 VEB Karosseriewerk Leipzig, Leipzig, W 31  
 VEB Karosseriewerk Altenburg  
 VEB Karosseriewerk Doebeln  
 VEB Reifen-Reparaturwerk Vulcom, Leipzig, C 1

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Chief of the Material Supply  
Department at the Main Administration  
for Motor Traffic

Tscharnke (fnu)

Assistant

Friedrich (fnu)

Council of Bezirk Leipzig:

Chairman

Adolphs (fnu)

Deputy Chairman

Reinhold Fleschhut

Deputy Chairman

Schulze (fnu)

Deputy Chairman

Lachner (fnu)

1st Party Secretary

Harry Franz

~~Treasurer~~  
Chief

~~Hans Jentzsch~~

Typist

Oberreferent

Karl Schnabel

Oberreferent

Hans Fischer

Oberreferent

Rolf Beer

Chief of the Road Department

Gerhard Wiebe

In charge of transportation planning:

Chief

Kurt Richter

Bezirk Headquarters for Motor Traffic in Leipzig:

Chief and Deputy Chief

Heinz Richter

Chief of Finance Department

Werner Seifert

Assistant of Finance Department

Gerhard Liebing

Chief of Planning Department

Horst Dingethal

Chief of Labor Department

Gerhard Kleinert

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Chief of Technical Department

Erhard Berthold

Chief of Cadre Department

Arthur Schwarz

1. Comment. These data on the shortage of raw materials and motor vehicle replacement parts agree with previous information.

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2. Comment. Although approximately 1.5 million tons of synthetic gasoline are annually produced in the GDR, there is a shortage of gasoline caused by excessive export deliveries and the high gasoline requirements of the KVP.

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3. Comment. Herr Jentsch is reported for the first time as chief of the traffic department of the Council of Bezirk Leipzig.

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4. Comment. Chief of the Materials Supply Department in the Main Administration for Motor Traffic is one Globig (fnu) and not Tscharnke who is assigned to the Traffic Department of the Main Administration for Motor Traffic. See BUL-7516

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6. Comment. Information on the personnel of the Motor Traffic Department of the Council of Leipzig and of the Bezirk Headquarters for Motor Traffic was received for the first time.

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7. Comment. Information on the personnel of the Motor Traffic Department of the Council of Leipzig and of the Bezirk Headquarters for Motor Traffic was received for the first time.

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